

## **Amendments to the Claims**

Listing of Claims:

Original claims 1-11 (canceled)

Amended claims 1-6 (canceled)

Claim 12 (new): A method for activating a person protection system in a vehicle, the method which comprises:

providing a sensor device on a bumper of the vehicle, measuring pressures and/or deformations caused by an impact, and outputting an output signal to an evaluation means;

forming a first criterion from the output signal of the sensor device for deciding whether pedestrian impact has occurred;

rendering a first activation decision for the protection system in dependence on the first criterion , wherein the first activation decision is valid independently;

forming a second criterion by assessing a first speed value, determined by a sensor independent of the sensor device, and a second speed value, calculated with the evaluation means, from the output signal of the sensor device;

rendering a second activation decision from the second criterion, wherein the second activation decision is valid independently; and

rendering an actual activation decision in dependence on the second activation decision.

Claim 13: The method according to claim 12, which comprises calculating the second speed value using an intrusion speed of a collision object determined by the evaluation means.

Claim 14: The method according to claim 12, wherein the step of assessing the first speed value and the second speed value includes verifying whether the second speed value is within a tolerance range around the first speed value.

Claim 15: A device for activating a person protection system in a motor vehicle, comprising:

at least one sensor device disposed on a fender of the motor vehicle for measuring pressures and/or deformations caused by an impact, said sensor device being configured to detect a temporal pattern of a collision and to output an output signal;

evaluation means connected to said sensor device for receiving the output signal of said sensor device, said evaluation means determining an intrusion speed of a collision object from the output signal of said sensor device, determining a vehicle speed from the intrusion speed, and outputting the vehicle speed as a speed value, for forming a first criterion for deciding whether pedestrian impact has occurred from the output signal, with the first criterion being used to render a first, independently valid, activation decision for the protection system;

an evaluation unit configured to process a signal supplied by a further sensor and the speed value calculated by said evaluation means, for forming therefrom a second criterion for deciding whether pedestrian impact has occurred, with the second criterion being used to render a second, independently valid, activation decision for the protection system;

a decision unit connected to said evaluation means and said evaluation unit and configured to emit an actual activation signal for the protection system, if the first and second activation decisions both correspond to an impact.

Claim 16: The device according to claim 15, wherein said further sensor is a speed sensor generating an output signal, the output signal is transmitted via a bus as a first speed value, and is provided to display a vehicle speed in the vehicle.

Claim 17: The device according to claim 15, wherein said sensor device is a fiber-optic sensor with pressure-dependent light transmission characteristics or a plurality of pressure sensors at intervals along the bumper.